CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

May 1, 1940.

Rev. Everett B. King, D.D., Sec.,
156 Fifth Avenue,
New York, N.Y.

Dear Dr. King:

It was very gratifying indeed to learn from your letter of April 26th that the plans for the new boat met with the approval of your Board.

Enclosed herewith contracts in duplicate attached to and forming a continuation of the specifications, both copies of which have been signed by the prospective Builders, Mojean and Ericson. I trust that this contract will also meet with approval of the Board and I will await with much interest the return of one copy duly executed so that the work may soon be started.

It will be necessary for me to make a hurried trip to San Francisco starting May 9th to be away about one week but I will have the necessary plans for the Builders to start work with before I leave.

In regard to the matter of insurance, it appears that, although it was not so intended in the specifications, the Builders included in their bid price insurance on their proportion of the work. It appears to be more convenient to have the interests of Owners and Builders combined in one policy, which will explain the clause covering this item which hase been included in the contract. On a basis of the completed value of the boat being placed at $39,000, the total premium covering Builders Risk, Launching and Trial Trips for a period of four months will be approximately #260.00, of which sum the Builders proportion will be $144.00.

Sincerely yours,
Harold Lee.

May 4, 1940

Air Mail

Mr. Harold Lee
1008 Western Avenue
Seattle, Wash.

Dear Mr. Lee:

Your contracts arrived today. The way is not perfectly clear at present to sign the contract. The Board took official action approving the building of a boat, but the Board also stipulated that the necessary funds, in addition to the amount that we had on hand, would have to be raised through a Princeton Committee. This committee has been created, and of course as you know, when a person raises money he wants to have some say in how it is going to be spent. The committee has an eye on one or two second-hand ships. They want this reopened and a few days grace given for investigation. I will know something definite by the 12th or 13th of this month.

I am sorry that this complication has arisen, for I had hoped that we might sign the contract and begin the construction immediately. You will appreciate my position, and we will work the thing out, I hope and trust. Just in case that we do not carry through, I remember you stated that you would ask a fee of $250.00. I do not want to pay that fee, but I would rather give you the commission on building the boat. We will wait and see, and I will keep you posted.

Sincerely yours,

EBK:E

PHONE PROSPECT 7092

HAROLD LEE
NAVAL ARCHITECT, ENGINEER AND YACHT BROKER
1605 EAST MADISON STREET
SEATTLE, WASH.
1008 Western Avenue

May 7, 1940.

Rev. Everett B. King, D.D. Sec.
156 Fifth Avenue,
New York City.

Dear Dr. King:

Your letter of May 4th received and I note that the possibility of securing a second hand boat is under consideration by the Princeton Committee.

Despite this somewhat diquieting information I have little fear that the matter will not work out the way in which I believe you want it to - that is the building of the new boat. If the Committee is acquainted with the arduous services which the boat must perform in Alaska waters, I think that they will realize that a boat of special design, construction and equipment is required and that the type of small yacht built on the Atlantic coast would not be at all suitable. There is the danger that they might be high pressured into buying some boat which would require heavy expenditure in remodeling but I know by long experience that this will not work out well.

I would like to suggest that the particulars of any boat they may have under consideration be submitted to me for approval or criticism.

I am leaving tomorrow for San Francisco and expect to be back by May 20th. Mr. Gould will keep me posted of any developments but, should you wish to write to me direct, my address will be C/O Mrs. J. A. Paquette, 546 Edinburgh Street, San Mateo, California, where I will plan to remain until the 16th. On my way through Tacoma tomorrow I will leave enough plans with Mojean and Ericson for them to get a good start in case they receive instructions to start construction.

Sincerely yours,

Harold Lee

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

September 11, 1940.

Rev. Everett B. King, D.D. Sec.
156 Fifth Avenue,
New York, N.Y.

Dear Dr. King:

Referring to my conference with you during your visit in Seattle several months ago, I am mindful that you are expecting from me about this time a revised figure for the cost of building the proposed new boat, on which you expressed hope of securing favorable action at meeting of the Board in October.

Although I have been extremely busy with other matters, I have given this matter considerable thought and will have things well in hand. I have an appointment to visit the plant of the boatbuilders, Mojean & Ericson, at Tacoma this week, to discuss details of their part of the work and can promise a final report to you at an early date.

In the mean time I will appreciate if you will kindly advise whether there has been an change in the situation.

Sincerely yours,

Harold Lee

September 19, 1940

AIRMAIL

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

There has been no change in the proposed action and I am waiting for your revised figures on the cost of the proposed building.

Cordially yours,

EBK:DH

ALASKA

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

October 1, 1940

AIRMAIL

Rev. Everett B. King, D.D.,Sec.
156 Fifth Avenue
New York, New York

Dear Dr. King:

I am enclosing herewith schedules showing revised prices on various items which will permit a reduction of $2,258.28 to be effected in the cost of the proposed boat as indicated in the summary. Of this amount, the principal item is the saving in price of propelling machinery by using a smaller engine. There is a possibility that further reductions may be effected under items #12, #15 and #13 of the original summary,which can be determined when the detail plans of the boat are perfected.

I am rushing this information to you hurriedly as some other business is calling me out of town today, but hope to be able to write you at greater length tomorrow.

Sincerely yours,

Harold Lee

Harold Lee

HL:KS
Enc. 3

ans for me acknowledge receipt - Tell him will notify of definite decision after meeting of Board -

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

October 2, 1940

AIRMAIL

Rev. Everett B. King, D.D.,Sec.
156 Fifth Avenue
New York, New York

Dear Dr. King:

Supplementing my letter to you of yesterday with which I enclosed schedules indicating how a reduction of about $2,250.00 can be effected in the cost of the proposed boat by certain Alterations to the Contract Specifications and Revised List of Machinery and Equipment to be purchased independent of the contract, the following will afford further explanation.

Referring to the Revised List and Prices of Machinery and Equipment, all these items have been cut down to bare necessity and in some instances more favorable prices have been made available. The principal saving is with the smaller engine and the corresponding reduction under Items #3 and #4 aggregating $1,345.00. While lacking the reserve power afforded by the larger engine, the 4 cylinder engine should give the boat a comfortable cruising speed of about 9.5 knots which I believe will be an improvement over the performance of the "PRINCETON". Under Item #21, one small boat ($121.50) is eliminated. Combined with the prices of one set of blocks ($24.00) and one set of boat davits and cradles ($86.00), Paragraph #44 of the specifications, it appears that a saving of $231.00 is effected. It is my opinion that considering the requirements of the service, this vessel should be equipped with two small boats and I would strongly urge that these items be restored if the appropriation will permit.

In regard to the Alterations to the Contract Specifications, changes have been made to items of hull construction which simplify and reduce the cost of the work without sacrificing strength. You will also note that it is proposed to eliminate the anchor davit ($43.00) which is not an absolute necessity although a decided convenience in operating the boat.

All quotations are subject to possible rise in prices in the near future both as to equipment and labor so it is to be hoped that a decision to build the boat will be reached at an early date.

If further explanation is needed before the meeting of the Board, please let me hear from you.

Sincerely yours,

Harold Lee.

Harold Lee

HL:KS

October 11, 1940

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

Thank you for your letters of October 1st and 2d giving revised prices on our proposed Alaskan boat.

After the meeting of our Board I shall notify you the definite decision.

Cordially yours,

EBK:DH

November 6, 1940

AIRMAIL

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

At the recent meeting of the Board of National Missions in Concord, North Carolina, the following recommendations were approved:

"First, that the Board approve of the construction of the boat in Alaska under the supervision of the Sheldon Jackson School.

"Second, that the Board gratefully accept the proffered gift of $4,000 and agree that the new boat shall be called the 'Princeton-Hall'."

I am interested in having you, as the architect, visit Sitka at least twice during the construction of this boat for a thorough inspection of it. Please quote me the cost of these two inspection tours you could make. You will know best the times to make them.

We are planning to enlarge the deck room and convert it into a chapel. Please inform me whether or not you are in a position to rearrange the plans for this change. The plans are now in Alaska, but if you can and will change the deck room into a little chapel I will have them sent directly to you.

I am sure we are making quite a venture in faith in building the boat in Alaska, but I am of the opinion we will not regret the decision.

Cordially yours,

EBK:DH

cc- Mr. Gene Gould
Seattle, Wash.

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

Nov. 9, 1940.

Rev. Everett B. King, D.D. Sec.
156 Fifth Avenue,
New York, N.Y.

Dear Dr. King:

Although I am supposed to be confined to my home with a throat infection, I did venture down to my office yesterday only to pick up you letter of the 6th to which I can give you only a brief reply at this time.

The decision of the Board to have the boat built at distant Sitka appears at first thought to be a formidable undertaking and I share your opinion that this is "quite a venture in faith" of which I have some misgivings although this may be due to lack of knowledge on my part as to what shop facilities and boatbuilding talent are available at the Sheldon Jackson School. A boat of this kind should be built under a shed or other shelter against rain and weather and will require the services of one or more competent boatbuilders to direct the students. Besides the Building of the hull and the carpenter work of house and interior cabins, skilled mechanics will be needed for the plumbing, heating, installation of machinery and the electrical work.

In regard to your proposal to enlarge the deck cabin and convert it into a chapel, I will get at this the first of the week when I hope to be back at my office and will send you some sketches showing what can be done. It will not be necessary for the plans to be sent to me from Alaska as I have the original tracings.

What is really of utmost importance now to get all the lumber, other material and equipment ordered before the expected advance in prices occurs and to insure delivery before defense industries take priority. If you have not appointed a new purchasing officer for this district, perhaps between us we might persuade Mr. Gould to attend to these duties in respect to the new boat. The only advance in prices of which I have any knowledge is on the propelling engine, item $2 of the revised list, for which the permitted discount to boatbuilders has been reduced from 15% to 10%, increasing the net price by about $165.00.

Something I strongly urge to facilitate the construction the construction of the hull and to insure of it's conforming closely to the designed lines is to have certain members consisting of keel, keelson, stem, sternpost, shaft logs, stern frame and moulds cut to exact form by Mojean & Ericson or some other local concern,

errected temporarily and then knocked down and shipped to Sitka all ready to be set up there again. This is not an unusual proceedure, could be done under my supervision and probably save one trip of inspection on my part to Alaska. I will ascertain what the cost of this would be and advise you.

In regard to my charges for trips of inspection at Sitka, this would depend upon the amount of time involved and the cost of living expenses at Sitka. My thought is that it might be well for me to spend several weeks at Sitka at the time when the plumbing, heating, electric work and mechanical equipment are being installed. Just when this would be can not be predicted now as I do not know how fast the construction of the hull will advance. I will consult with the steamship companies as to rates and schedules so that I may be able to advise you at an early date as to the probable cost of the proposed inspection trips.

Sincerely yours,

Harold Lee.

November 13, 1940

AIRMAIL

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

I feel that there are so many things we need to get clear in our minds that I am asking Mr. Leslie Naw, of Sitka, to meet us in Seattle December 9. In conference with you we could come to definite agreements. I think you have raised some very important questions relative to the building of the boat and these items ought to be cleared before any work is started.

Please let me know whether or not December 9 would be a suitable time for you and also if you could have all plans ready by that time.

Cordially yours,

EBK:DH

CARL J. NORDSTROM • HAROLD LEE
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CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

December 16, 1940.

Rev. Everett B. King, D.D. Sec.
156 Fifth Avenue,
New York, N.Y.

Dear Dr. King:

Acknowledging rceipt of your letter of the ~~16th~~, I am heartily in accord with your proposal to come to Seattle for conference with Mr. Yaw about the boat as I feel sure that this will expedite matters considerably. December 9th will be quite agreable to me.

In the matter of enlarging the deck cabin so that it can be used as a chapel, I have given this considerable study and find that the floor space in this room can be made twice that shown on the original plans. This can be accomplished by moving the entire forward under deck cabin space one foot further forward without disturbing the accomodations which consist of two staerooms and a bathroom, and by reducing the length of the after under deck cabin by one foot. This one foot will come out of the after cabin, reducing it's fore and aft length from 10' to 9'.

I have mailed to you a blueprint showing two alternate arrangements designated as Plan B and Plan C which differ little except as to the entrance to the engine room and they both establish the largest space available for this deck cabin unless the entire scheme of the boat of the boat is radically changed. Either of these arrangements will be premit of an assembly of about 18 people in this room, seated on the fixed seats and camp stools But you will note that the berth accomodations are sacrificed.

If will advise me that either one of these proposed arrangements will be satisfactory, I can then proceed with the construction plans and have things well in hand when you get here, at which time the matter of inspection trips can also be discussed.

Sincerely yours,

Harold Lee.

November 25, 1940

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

I am due to be in Seattle December 9 and I shall be there two or three days. Mr. Yaw, from Sitka, will meet us there in conference.

You may use your own judgement in selecting the plan, either "B" or "C". I can see no great difference.

Cordially yours,

EBK:DH

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

December 14, 1940.

Rev. Everett B. King, D.D. Sec.
156 Fifth Avenue,
New York City.

Dear Dr. King:

In reference to my conversation with you at my office December 11th, this will confirm my proposal to render complete architectural services for the sum of $1900.00 in connection with the building of the 65 foot boat for the Presbyterian Board of Missions at Sitka, Alaska.

This fee will be in full for complete working plans and specifications including the numerous details which will be necessary owing to the unusual conditions under which the boat is to be built and supplying lists and prices of material and equipment. It will also cover my services to date in preparing the original plans and estimates of cost and the extensive changes which have been made in the design since it's inception.

Under date of June 21st a payment of $250.00 was made to me on this account through Mr. Gene Gould. It was my understanding with you that you will pay me an additional $1000.00 on receipt of this communication and the balance amounting to $650.00 on the completion of all work required of me under this agreement.

Since you left Seattle I have been too busy with Mr. Yaw and with my Navy work to attend to the list of manufacturers which you desired but will get this away to you the first of next week.

Sincerely yours,

Harold Lee

December 18, 1940

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

I do not consider your letter of December 14 a full statement of the work you have done and will do relative to the plans for the "Princeton-Hall" mission boat.

As I stated to you in the office, it is necessary for this information to be presented to our Board of National Missions. The few facts you have included in your letter would certainly be insufficient to satisfy the expenditure of the sum of $1900. I am therefore asking you to send me a more detailed explanation of what you, as the architect, will provide for the sum of $1900. Along with this statement I shall have to ask you to send me the list of manufacturers before we can consider it a complete transaction.

Upon receipt of your enlarged statement together with the list of manufacturers, we shall send you by airmail a check for $1000.

Cordially yours,

EBK:DH

CARL J. NORDSTROM • HAROLD LEE
Associated
CONSULTING NAVAL ARCHITECTS
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

AIRMAIL

December 21, 1940

Rev. Everett B. King, D.D., Sec.
156 Fifth Avenue
New York, New York

Dear Dr. King:

attached

This is in reply to your letter of December 18th requesting a full statement of the work I have done and will do relative to the plans of the "Princeton-Hall" mission boat.

Services Rendered to Date

Preliminary sketches prepared in advance of your visit to Seattle February, 1940.
Development of hull construction plans and lines following your approval of the general design.
Alterations to construction plans and lines necessitated by later decision to use a single engine for propulsion.
Preparation of Specifications covering hull.
Making and submitting cost of completed boat by securing bids on hull from boat builders and prices on machinery and equipment, including extensive conferences with supply house in order to obtain most advantageous prices.
Preparing contract with Mojean & Ericson and conferences with them at my office and at their plant in Tacoma.
Preparing and submitting revised estimate of cost by changes to hull machinery and equipment.
Altering design of deck house and corresponding changes to hull plans to accommodate a chapel.
Conferences with yourself and Mr. Yaw, December 9th and 11th.
Further conferences with Mr. Yaw and local boatbuilder appointed to inspect lumber for boat, in reference to material to be ordered, including two evenings at my office.

Services to be Rendered

Furnish complete working drawings including all necessary details, which, by reason of the conditions under which the boat is to be built, it is anticipated will be much more extensive than usually required and will involve much correspondence with Mr. Yaw relative to materials and equipment.

It is intended that the above paragraph in respect to services to be rendered should be substantially the same as stated in my letter to you of December 14th. I appear to have irretrievably mislaid or lost the carbon copy of that letter and will be pleased if you will kindly send a copy of it to me for my records.

List of manufacturers as requested was mailed to you yesterday.

Sincerely yours,

Harold Lee

Harold Lee

HL:KS

December 30, 1940

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

We have received your list of manufacturers of the proposed machinery and equipment for the Princeton-Hall boat, also your statement of services rendered to date and to be rendered in preparing the original plans and estimates of cost and furnishing complete working plans and specifications including numerous details, etc.

In accordance with my letter of December 18th we, therefore, enclose herewith our Treasurer's check for $1,000.00 on account of above services.

We are also including herewith a copy of your letter of December 14th.

Very sincerely yours,

Everett B. King Jr.

HBW:TTL

HAROLD LEE
CONSULTING NAVAL ARCHITECT
1008 WESTERN AVENUE
TELEPHONE EL 4023
SEATTLE

March 3, 1942

Rev. Everett B. King, D.D., Sec.,
156 Fifth Avenue
New York City, New York

Dear Dr. King:

Following completion of my work on plans for the "Princeton Hall" I went away on a month's vacation, much needed after a year of close confinement and heavy pressure. Since my return there has been so much for me to attend to in connection with the additional work assigned to my office by the Navy and my own personal affairs, which had been completely neglected for so long a time, that I have had no time to give any thought to the matter of settlement of my contract with you.

Under date of October 30, Mr. Yaw advised me that no further drawings would be needed for the boat. Copy of said letter, together with copy of his letter to me of January 22, are enclosed herewith. I quote also from an earlier letter in which he wrote: "I do wish to thank you now for the conscientious efforts you are giving our job and do express our appreciation for the thoroughness of the drawings you send us."

From the substance of the letters referred to above, it may be concluded that my work was completed to Mr. Yaw's satisfaction in respect to the scope and character of the services performed. In regard to any criticism that might be entertained against me for not furnishing the plans as promptly as desired, I wish to remind you that when I undertook this work it was with the reservation, and so explained to you, that I was committed to certain defense emergency work for the U. S. Navy requiring five days a week of my time and could devote only Saturdays and Sundays to your job. This turned out to be a heavier assignment than I anticipated and the situation became further aggravated when my partner, Mr. Nordstrom, who was a reserve officer in the Navy, was called to active duty, imposing on me the responsibility of directing the staff of draftsmen in our employ. However, I can assure you that your job was not in any way or at any

time neglected, but was in fact favored as much as possible. My time sheet records show that for the period of 47 weeks from December 9, 1940 to November 1, 1941, I absented myself from work at the office only eight days; Christmas, three Sundays, one week day vacation, and three days when incapacitated on account of illness. My total office time on the Mission boat was 823½ hours, week-ends and all legal holidays, and one of my men, diverted from the Navy job, worked 113 hours on the plans. In addition to this, many of my evenings at home were occupied in checking lists of materials and attending to correspondence with Mr. Yaw.

In undertaking this work, it was my expectation that the boat would be built in accordance with the accepted plans and specifications and I did not anticipate the many changes and proposed changes requested by Mr. Yaw during the course of construction. These caused considerable delay, duplication of work and extra time on my part, for which additional compensations would ordinarily be in order. However, out of consideration of the worthy cause in which Mr. Yaw joined me with his valiant efforts, the final agreed payment of $650.00 would be acceptable to me as complete settlement of the account with no further obligation on my part.

Sincerely yours,

Harold Lee

HAROLD LEE

HL/ww

SHELDON JACKSON SCHOOL
Sitka, Alaska

C O P Y

January 22, 1942

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

Thank you indeed for your letter of January 10. I cannot answer as fully as I would like, for on January 4 the Navy requisitioned the Princeton-Hall. So all the time all of us were working for the Navy after all.

I am enclosing a couple of snapshots taken on December 3 as the Princeton-Hall was launched. We were just ready to make our trial run on January 5 or 6 when the Navy descended on us. There was no redress as an order had been issued and the ship was towed from this side of the Channel across to Japonski Air Base. I am sure you will realize how heart-breaking this experience has been for us, for now the good ship Princeton-Hall has all her fine work covered with the Navy's gray paint and is to mount some small guns.

Before the Princeton-Hall was taken over we had installed the mast and stays and had mounted a small boom on the mast for handling the life boats. This has not been changed and there are two life boats on the trunk cabin. You will recall the privision in the bow chock casting for mounting a small stub mast. As workmen tell me, the Navy is accepting this plan for the radio telephone antennae.

You ask about the rudder and heating plant. We were successful in carrying out the plans for these. All the reports given me by our workmen were favorable. Verne Swanson particularly liked both the rudder and heating plant. Having worked so closely along in the construction of the Princeton-Hall we have a firm conviction that had she been allowed to go into the service for which she was built she would now be doing this work adequately and well. Many a man who knows boats inspected the hull while it was under construction with favorable reaction.

You will be interested to know about one change made here which concerns the forward quarters. We had an opportunity to engage the services of a fine inside finisher for boat work during the last month before launching. This workman followed our idea and built in eight bunks, making a regular floating dormitory, which we had anticipated using on trips when as many as 30 people would be aboard. The Navy has found this a very acceptable feature of the boat as it has taken the ship over, for it allows comfortable transportation of groups of men to and from outposts in this area.

We have not given up hopes for our Princeton-Hall. Some day when this all-out struggle facing our country at the present time has passed, we are to have the first opportunity to reclaim the ship into which you poured so much of your efforts to help us build.

Sincerely,

(signed)
Leslie Yaw
Superintendent

C O P Y

SHELDON JACKSON SCHOOL
Sitka, Alaska

C O P Y

October 30, 1941

Mr. Harold Lee
1008 Western Avenue
Seattle, Washington

Dear Mr. Lee:

Enclosed is confirmation of our wire of October 29th which we sent right after receiving your letter of October 22. Air mail is held up these days between Seattle and Alaska.

It was good news to me to know that your work with the Navy is finished and that you are to have a long needed vacation. I sincerely hope that our request for the windlass and hawse pipe detail and that for the forward bulwarks in no way delayed your vacation. As to the other matters pertaining to the finishing of the Princeton-Hall, unless something unforseen develops we are not going to need further drawings. There is still a great amount of the finishing up work to do, but we are hoping that by the first of the year we will have all of these numerous final details worked out ourselves.

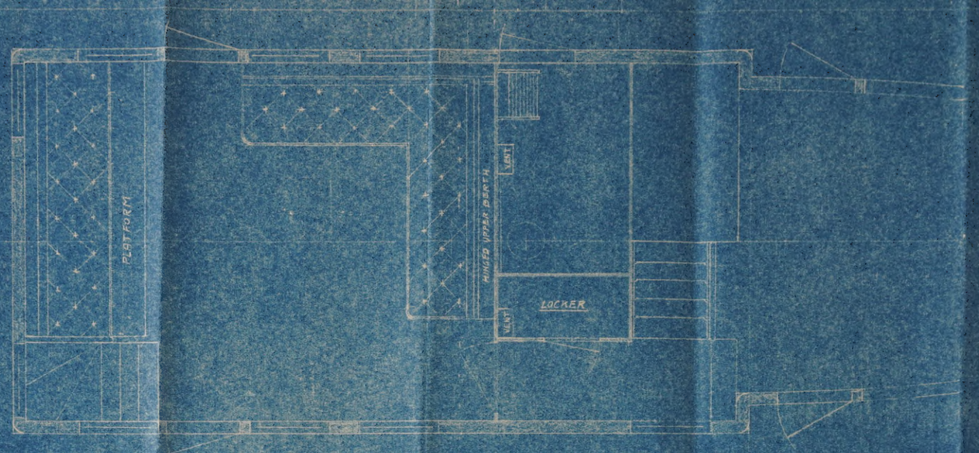
You will be interested to know that the bow chock did come with the socket for the stub mast. It is our plan to have only the main mast and this stub mast without a second mast on the pilot house. The decision reached here has been to use a boom on the main mast for handling the life boats. Our men have ordered all of the materials for the electrical wiring. We are experiencing some difficulty in getting these materials, but will do the work just as fast as the materials come through. The same is true regarding the joiner hardware. Pacific Marine has furnished some of this, we have supplied some from our school stocks, and have been able to purchase some from the local Marine Supply Company store. So little by little we are finishing the big job of building the Princeton-Hall here in Alaska and there is a deep, satisfying joy in having built this worthy ship here in the Territory, utilizing our own hands and resources wherever possible. Surely she is a sturdy ship, worthy of the efforts of all of us, and we trust that she will do her work for many a year, ably and well.

With personal regards and very best wishes for your vacation,

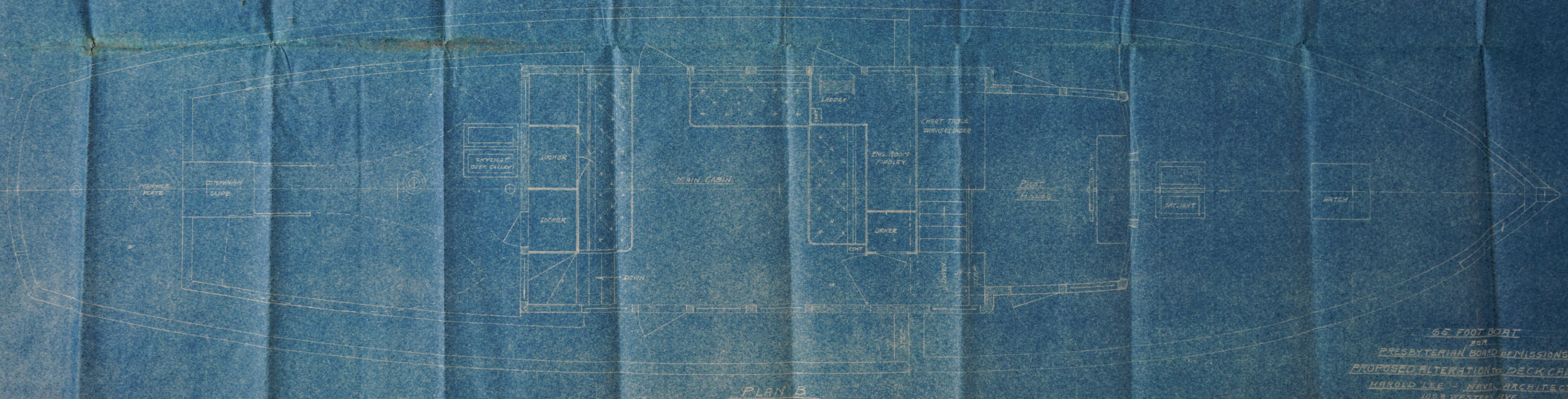
Sincerely yours,

(signed)
Leslie Yaw,
Superintendent

C O P Y



PLAN C


MANHOLE PLATE
COMPANION SLIDE
SKYLIGHT OVER GALLEY
LOCKER
LOCKER
MAIN CABIN
DOWN
LADDER
LIGHT
CHART TABLE DRAWERS UNDER
ENG. ROOM FIDLEY
LOCKER
VENT
LOCKER
UP
PILOT HOUSE
SKYLIGHT
SKYLIGHT
SKYLIGHT